



*Congress of the United States  
House of Representatives  
Washington, D. C. 20515*

*Silvana S. Castro  
Fresno District  
California*

June 16, 2006

The Honorable Donald C. Winter  
Secretary of the Navy  
Department of Defense  
1000 Navy Pentagon  
Washington, D.C. 20350

Dear Secretary Winter,

We're writing to express our deep concern about the Navy's final Engineering Evaluation/Cost Analysis (EE/CA) for the historic Hangar One at former Moffett Field Naval Air Station (NAS) in California. According to the EE/CA, the Navy's recommended action alternative for addressing the environmental hazards presented by the structure is demolition and off-site disposal of the entire building. Demolition is not the only way to make the Hangar safe, and choosing demolition over preservation would show great disregard for the Hangar's history, the wishes of the community, and the myriad opportunities for reuse that a cleaned, restored Hangar One will offer.

We believe that the protection of public health is unquestionably the top priority. Only two of the Navy's cleanup alternatives address the Hangar contamination as a whole, which is essential to safeguard public health, and an action the Navy has promised to do. For these Alternatives, 10 and 11, however, the Navy has not addressed how it will protect the public from exposure to contamination during the cleanup. The risk of contamination and the costs of preventing it must be addressed by whatever alternative is adopted.

The selection of an alternative must also take into consideration two other criteria named in the EE/CA: Historic mitigation and community acceptance. We believe that choosing demolition would show a complete lack of consideration for both.

Hangar One has a special place in the history of the Navy, the community, and our country. It is the focal point of the United States NAS Sunnyvale Historic District, which is listed on the National Register of Historic Places (NRHP), and is eligible for an NHRP designation in its own right. The Hangar exemplifies early twentieth-century military engineering and the "Streamline Moderne" style of Art Deco architecture. It remains one of the two largest structures in the U.S. without internal support. It was revolutionary in its time, and choosing demolition would completely ignore the Hangar's historical significance.

The Hangar also has proven to be tremendously versatile in use, and we believe it will be again once cleaned and restored. It has been used by the Navy and the Army since it was first built in 1932, and has housed military offices, repair and service facilities, and high-tech aircraft. Before the discovery of contaminants forced its closure, the Hangar was used by the public for a growing

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variety of purposes, including open houses, air shows, and as the home of the Moffett Field Historical Museum. The Hangar is located within the NASA Ames Research Center, which has recently begun several exciting public-private partnerships with organizations such as Google and the University of California, Santa Cruz.

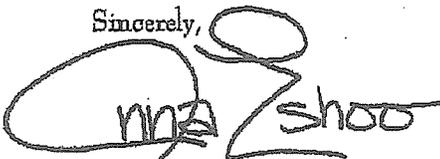
Potential viable uses for the Hangar are extensive. There is one use that is currently being considered that we believe has considerable merit. The San Francisco Bay Area would greatly benefit from having a facility that can be used as a focal point for disaster relief. In the likely event that the Bay Area experiences a catastrophic disaster the Hangar would be an excellent facility for conducting emergency response and recovery operations. The Hangar would provide a much-needed storage and staging capability for emergency commodity distribution as well as a base of operations for urban search and rescue activities.

The lack of a cleanup plan has hindered planning for the future use of the Hangar. Its past versatility is a firm indicator that it has the potential of once again becoming an asset not only to the people of the San Francisco Bay Area but to all of us that would benefit from having a robust emergency response capability on the west coast.

The community believes deeply in the Hangar's historic value and its potential for reuse, and they have made their feelings clear. Both the cities of Sunnyvale and Mountain View have expressed their support for the cleanup and preservation of the Hangar. Several local newspapers have published editorials in favor of keeping the Hangar, and members of the community have organized themselves to rally to its cause. The EE/CA itself names community acceptance as a required criteria, and the community has made it clear that demolition is unacceptable.

We believe demolishing Hangar One would be a travesty, saving the Navy a small expenditure, but costing the community, the Navy and the country a piece of our history and many possibilities in our future. We support Alternative 10, the full cleanup and preservation of Hangar One, and we believe the Hangar is worth far more than the funds needed to save it. We thank you for your attention to this important matter and look forward to your timely response.

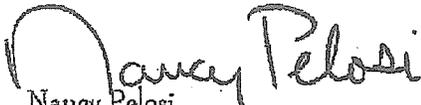
Sincerely,



Anna G. Eshoo  
Member of Congress



Zoe Lofgren  
Member of Congress



Nancy Pelosi  
Member of Congress



George Miller  
Member of Congress

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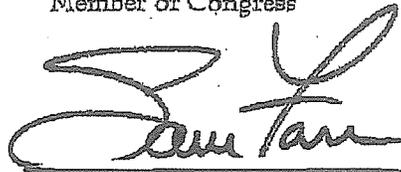
Michael M. Honda  
Member of Congress



Tom Lantos  
Member of Congress



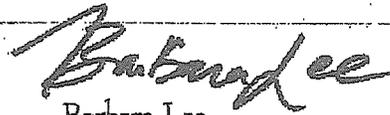
Ellen O. Tauscher  
Member of Congress



Sam Tan  
Member of Congress



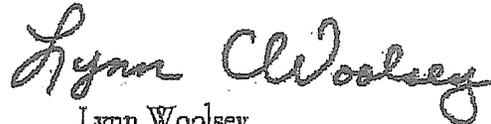
Mike Thompson  
Member of Congress



Barbara Lee  
Member of Congress



Fortney "Pete" Stark  
Member of Congress



Lynn Woolsey  
Member of Congress

- cc: The Honorable BJ Penn, Assistant Secretary of the Navy, Installations and the Environment
- General Simon "Pete" Worden, NASA Ames Center Director
- Mr. Rick Weissenborn, BRAC Environmental Coordinator, Former NAS Moffett Field
- Mr. Christopher Cora, U.S. Environmental Protection Agency, Region IX
- Mr. Stephen D. Mikessel, Deputy State Historic Preservation Officer
- Ms. Judy Huang, Regional Water Quality Control Board, San Francisco Bay Region